TOP SECRET PRIORITY

OUT52612

T O P S E C R E T 102234Z 1964 JAN 10 22 59Z 13 JAN 1964

PRIORITY [redacted]

HFS 25X1

CJS 25X1

OFC

PNG

[redacted]

1. FOLLOWING VISIT OF [redacted] AND BASED ACB 25X1 UPON HIS DISCUSSION WITH ENGINEERS AND INFORMATION THEY PROVIDED HIM ON TELEMETRY OBTAINED AND VEHICLE CHARACTERISTICS, [redacted] Grac 25X1 CONDUCTED FURTHER ANALYSIS RESULTING IN REVISION OF OPINION EXPRESSED IN PARA 3 OF REF.

2. THE ATTITUDE DETERMINATIONS PRESENTED HERE ARE BASED ON CORRELATION OF THE IMAGED HORIZONS AND THEIR TIME OF RECORDING.

3. ATTITUDE OF THE VEHICLE APPEARS TO BE A CONTINUOUS ROLL AROUND THE LONGITUDINAL AXIS OF THE VEHICLE. FACING FORWARD, THE DIRECTION OF THIS ROLL WAS LEFT WING UP OR RIGHT WING DOWN.

4. THE PERIOD OF ROLL STARTED AT 21.6 SECONDS PER REVOLUTION ON PASS 4 AND SLOWLY DECREASED TO 52 SECONDS FOR A COMPLETE REVOLUTION OF PASS 14.

5. THE VEHICLE HAD A CONSISTANT COUNTER-CLOCKWISE YAW ANGLE FROM 7 DEGREES TO ABOUT 22 DEGREES. SOME OSCILLATORY MOTION WAS APPARENT BUT COULD NOT BE MEASURED DUE TO THE AMOUNT OF SMEAR OF IMAGERY.

TOP SECRET

25X1

GROUP 1
Excluded from automatic downgrading and declassification

6. THE YAW OSCILLATIONS COULD ALSO HAVE BEEN CAUSED BY A SLOW PITCHING MOTION IN AN OSCILLATORY FASHION, HOWEVER THIS WOULD HAVE CAUSED A DIFFERENCE IN THE ROLL RATE FROM HORIZON TO HORIZON. SINCE THIS WAS NOT APPARENT IT IS ASSUMED THAT THE YAW POSITION IS VALID.

T O P S E C R E T

-END OF MESSAGE-